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BROADCASTERS VICTORY COUNCIL

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EXECUTIVE 2113

Number 13

April 28, 1942.

SPECIAL FROM AUSTRALIA**

Turnabout is fair play, thinks the Red Cross. Radio co-operated enthusiastically in the Red Cross drive for all-important funds with which to carry on vital war relief work. Now, in return, special 15-minute programs with transcribed and personal messages from American service men in Australia will be available - after May 1 - for rebroadcast in the home communities of those men.

The idea, of course, is a welcome innovation. It stems from a Red Cross obligation, as set forth in its Congressional charter, to provide a means of adequate contact betwixt men of the armed forces and their folks at home. Radio is not only glad, but grateful, for this opportunity to be of further help to an organization whose unique purpose in this world at war is one of mercy instead of wanton destruction.

According to the very recent announcement of Norman H. Davis, chairman of the American Red Cross, these personalized messages will be relayed from Army centers in Australia to our own West Coast, via short-wave and with the co-operation of the Australian Broadcasting Commission.

NBC's Recording Division will then transcribe the broadcasts upon reception. The next step is to sort out the individual messages by men who come from Kookuk and Tampa and Sheboygan. Fifteen-minute shows with a local slant can thus be put together and rushed, on a single disk, to the particular community involved for airing by the local station.

The entire process will waste no time, declares the Red Cross. Families of men broadcasting will not only be notified in advance through their neighborhood Red Cross chapters, but they'll also receive a souvenir recording (cut at 78 r.p.m. for home phonographs) of their Johnny or Willie or Sammie as he speaks from Australia.

All expenses involved are to be borne by the American Red Cross. It's a notable contribution to national morale, and the BVC finds no need to urge your co-operation because we know you'll see right off what a grand idea it is.

GAS IN THE TANK**

There's been quite a bit said, muttered, rumored, whispered and predicted about the growing scarcity of gasoline in the 17 states that line the Eastern seaboard, also the District of Columbia and two states in the Northwest. From out of the potpourri of predictions, station operators have sieved enough information on the proposed machinery of rationing to make them wonder



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how soon their men will be going out to remote broadcasts on bicycles.

The BVC, checking at the busy Office of Price Administration, is told that your jitters - if you live in those designated areas and have jitters - are unfounded. Your employees who drive their own cars in connection with broadcast assignments at training camps, war plants, and the like, need only do this. When gasoline registration day comes (it's really three days - May 12, 13, and 14), they should request from their local gasoline rationing board an application blank for an "X" card.

"X" cards are given to people who have a legitimate reason for not knowing in advance just how much gas they'll need from week to week. The application blank bears a number of questions, we're told, and your men just fill in the ones bearing on their work. There's no reason, the OPA adds, why the "X" card shouldn't be issued immediately to radio men thus qualified. Rationing begins May 15, and the system is slated to be in force until about July 1. After that we'll probably encounter a real bang-up and elaborate plan for parcelling out gas.

Please note, though, one reasonable point. Your entire staff isn't eligible for "X" cards, and it is not reasonable to think that you can all get away with applications for such privileges.

We're stressing once more - just your engineers and announcers actively engaged in regular remote broadcasts, and preferably programs of war value, are entitled to the "X" card. It doesn't matter how big a vice president you think you are - if you're not actively engaged in and essential to such broadcasts, and don't use your car regularly for the purpose, you're not entitled to any more than the absolute minimum of gas you need to get along. If you haven't seen a copy of this release from the Office of Price Administration, #PM 3023, dash off a note to the BVC and we'll have one forwarded to you.

GIVE THEM REASONS**

In connection with this same business of conserving gasoline, the OFF last week sent a special letter to all station managers in the afflicted states - Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, Delaware, New Jersey, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Washington, Oregon, and the District of Columbia.

We think you can use a good part of the material in the OFF's letter to explain the reasons for the oil shortage - which is no shortage of oil at all but a scarcity of transportation - and thus drive home to radio listeners the need for conservation. It's a helpful letter because it gives facts, and the American public is especially susceptible to facts. Furthermore, you'll find that it outlines a complete educational campaign whereby gasoline - as well as rubber - can be intelligently saved. It's good information that you can make good use of.

IT'S OFFICIAL NOW**

You'll recall, of course, the recommendation of the Defense Communications Board to the FCC (and the WPB) that we quoted last week (BVC Newsletter #12). In effect, it advised that no new construction permits be granted, and no changes of existing facilities authorized, for standard broadcast, FM, television, facsimile or relay stations.

It's official now. The FCC announced - as of April 27 - that it's adopted a policy along just such lines, deferring action only in the case of experimental high frequency and non-commercial educational broadcast stations. The announcement goes on to say, and we think you'd better read it for yourself, that:-

"Applications filed to meet the requirements of authorizations heretofore made in the form of conditional grants, and applications requesting an extension of time within which to complete construction under authorizations heretofore made, will not be granted, unless it appears that the applicant (1) has made substantial expenditures in connection therewith or actually commenced construction prior to the date hereof, and (2) has on hand or available substantially all materials and equipment necessary to complete construction.

"This policy shall not preclude the issuance of authorizations involving essential repairs or replacements for the purpose of maintaining existing services; nor shall it preclude the issuance of authorizations by the Commission for construction of, or changes in, facilities required by the Commission or recommended by the head of a war agency of the Federal Government.

"For the purpose of carrying this policy into effect, the following procedure will govern applications now pending: Every applicant who desires to prosecute a pending application involving the use of materials to construct or change the transmitting facilities of any standard, television, facsimile, relay or high frequency (FM) broadcast station, (Includes all such applications filed prior to the date hereof irrespective of present status), shall, on or before June 1, 1942, file with the Commission a formal petition embodying a statement of such facts and circumstances as he believes would warrant the granting of his application in the public interest. The filing of such petition will be construed as an indication of the desire of the applicant to prosecute his application, and, in the event the petition is denied, the application will be designated for hearing. Failure of any such applicant to file such formal petition on or before June 1, 1942, or such further time as the Commission may, upon satisfactory showing allow, will be deemed an abandonment of the application, and such application will be retired to the closed files of the Commission and dismissed without prejudice."

KNOW ANY FLIERS? **

Things move pretty fast these days, if you'll permit us the liberty of mouthing a platitude. An example of something moving pretty fast is the War Department's sudden discovery that it wants 2,000 trained civilian pilots - to serve as instructors - and it wants them within 60 days at the most.

Accordingly, a bevy of announcements and pleas were dispatched this week to the country's broadcast stations by the Civil Aeronautics Administration in a direct appeal for help in finding some of the many private pilots who sadly locked the hangar door after their own ships were grounded last December 7. The War Department, you see, gave its rush order to the CAA under whose surveillance these civilian pilots once flitted about the skies, and the CAA is doing the hunting. A lot of it by radio.

A large dragonfly landed in the hypothetical ointment, however, when many stations scanned the new allocation plan for radio announcements, as issued by the OFF, and found no mention thereon of the CAA drive. The reason, naturally enough, is because the OFF prepared its list before this civilian pilot business loomed into sight.

Therefore the BVC has been asked by the OFF to tell you gentlemen that the CAA quest for amateur aviators has its full and immediate sanction, and that it will be much appreciated if you'll give it a husky boost on your kilocycles.

We can best underline its urgency by pointing out that some 2,300 CAA instructors now at work breaking in new pilots are expected to complete 80,000 courses this year. The extra 2,000 instructors would ease the load a-plenty. As we understand it, they're wanted for elementary and secondary teaching, can be between 21 and 42, and must have at least 140 solo hours in the air. Minimum pay is \$200 a month; most of them earn about \$300.

Let's get to work on it. All those new bombers certainly can't be expected to fly themselves.

IT SHOULDN'T HAPPEN HERE**

Every once in a while some well-meaning person bobs up with an idea that throws us into a mental cold sweat. Most of them are calculated to scare the good American people into wider awareness of the perils gnawing on the fringes of our country. And all of them, somehow, lack a fundamental footing in what used to be called horseshoe and is now referred to as psychology.

Take this lulu, for example. At a given day and a given hour - unbeknownst to those same good American people - every radio station in the country interrupts what ever broadcast it has in progress with a gruff voice that snarls "Stopb dis program" (or "Stop honorable bloodcast, please", depending on who your nearest enemy is). Then there follows about two minutes of portentous, impressive and fidgety silence. At last a voice with a cheery smile comes along - like a psychological pulmotor - and says: "Had you scared, didn't we? Well, it's only make-believe this time. But it might not be make-believe if America doesn't buckle down to the job of shellacking the Axis."

The first thing the radio public does, of course, is pick up all the people who flopped over from weak hearts. Then, as its nerves come down from the ceiling, something remarkably like anger starts bubbling. And it's not merely anger at the Axis.

Just in case - and it's probably needless to warn you - but just in case you've toyed with the idea of any thriller-dillers like the above, we think it only fair to warn that there'd be some powerful grim faces on Capitol Hill when, and if, you tried 'em. Even any ideas remotely resembling thus stunt should be checked with the Office of Censorship first for a greenlight.

It's another one of those possibilities where broadcasting - if it swings too wild - can plaster itself with a delightful black eye.

FROM A-10 to A-3**

Further recognition of radio's value in the waging of this war comes with the glad announcement that the War Production Board has upped its former A-10 preference rating - which made broadcasting look like strictly a sandlots league - to a welcome A-3 status. The priority covers maintenance, repairs and operating supplies only.

Thus spake the WPB on April 24. The actual spaking is rather lengthy, well-studded with prepositions and Capital Letters, but nonetheless salient. The kernel of the order - a copy of which we'll be glad to send you if you haven't seen it elsewhere - reads: "Subject to the terms of this Order, Preference Rating A-3 is hereby assigned to deliveries to an Operator, of Material required by him either as Operating Supplies or for the Maintenance or Repair of his property and equipment."

VALOR AND ELBOW GREASE

One of the troubles with war - as if war weren't enough trouble by itself - is the blunt fact that thousands and thousands of people work like what-Sherman-called-war, and they never get so much as a nod for it from posterity - as individuals. We honor our heroes, rightfully enough, but being a hero usually comes about from a combination of two factors..... having what it takes, and getting a chance to demonstrate it.

No one ever knows how many Americans are potential heroes, yet never get the opportunity to prove it.

We've learned fast in this war that victory is not won solely by be-medalled heroes. And we've learned that tribute must and should be given the men and women who stay at home, making the paraphernalia with which other men fight and show their heroism. The credit that radio can focus on these essential unknowns is scant enough, but if it makes their load easier, then it's vitally important.

For this reason we're glad to learn that the Army and Navy are adopting a joint policy for future communiques on air action. Besides the usual information about objectives, damage done, air losses, and fliers participating, there'll be data on the types of planes used and where they were made (whenever this news doesn't actually aid the enemy). It's a good idea and gives our aircraft workers something to throw their caps in the air about - not to mention a solid reason for punching rivets home faster.

The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β . It is shown that the system has solutions for all values of the parameters α and β if and only if the condition (2) is satisfied.

In the second part of the paper the problem of the existence of solutions of the system (1) for arbitrary values of the parameters α and β is solved. It is shown that the system has solutions for all values of the parameters α and β if and only if the condition (2) is satisfied.

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Keep your eyes on these communiques. If you have airplane factories in your neighborhood, a few good special feature broadcasts may present themselves.

IT MAKES LIFE EASIER**

You've probably heard about it already, but we'd like to stress the helpful thing the FCC has done for broadcasting with its recent Order 91-A that came out last week. It eases considerably the shortage of trained engineers, particularly for smaller stations, and gives broadcasting enough of a breathing space to tackle some of the other problems in sight.

Briefly, holders of restricted radiotelegraph or radiophone operator permits are now listed among the approved classes of licensees you can employ for operation of broadcast stations. The restricted radiotelephone permittee, adds the FCC, "must first be examined for proficiency in radiotelephone theory and secure endorsement of that fact on his permit. This may be done through special examination at a field office of the Commission, such examination being similar to the questions in radiotelephone theory required of a Class A amateur licensee."

Another way is to have a Class A amateur bring his ticket to an FCC field office along with a restricted radiotelephone permit. If your man has only one of these two licenses, he can quickly qualify by taking an exam for the other. But in any case, the restricted radiotelephone operator permit must be endorsed by the Commission before the individual can start operating a broadcast station.



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